

## ACCIDENT BRIEFS

### AVIATION

#### CH-47

##### D Model

- Class C: The crew experienced a No. 2 engine transmission over-temp indication. Postflight inspection revealed the cooler fan shaft for the combining transmission gearbox had sheared in flight.

#### RC-12

##### D Model

- Class A: While preparing for landing, the crew noticed a landing gear unsafe light indication and executed emergency procedures. Initial contact with the airstrip was uneventful, but the main landing gear eventually collapsed.

### Unmanned Aircraft Systems

#### RQ-7B

- Class B: The aircraft operator received GENERATOR FAIL and GPS FAIL readings while the UAS was in flight. An emergency landing was attempted, but the recovery chute did not deploy. The UAS was destroyed when it struck the ground.

- Class B: The UAS experienced an INSinDR # FAILURE indication during launch and immediately nosed down to ground

impact. The main landing gear separated on contact, and all components suffered major damage.

- Class B: A Shadow TUAS struck a parked UH-60 during a landing sequence.

### GROUND

#### ACV

- Class A: A Soldier was killed when his M2A2 Bradley Fighting Vehicle overturned into a body of water. The vehicle was traveling over a bridge when its track slipped off the road surface, causing it to flip into the water. The tank commander drowned in the accident. The vehicle's driver was not injured. The accident occurred in the early morning.

#### ---Have you rehearsed Your rollover drills?

- Class A: A Soldier suffered fatal injuries when the towed M1117 Armored Security Vehicle he was riding in overturned. The driver of the towing ASV was changing lanes when it and the towed vehicle rolled over. The gunner in the towed ASV was ejected and fatally injured. The accident occurred in the early morning.

#### ---Have you done Track maintenance? no track, no brakes!

### AMV

- Class A: Three Soldiers were killed after their M1114 HMMWV overturned into a canal during movement operations. Two Soldier passengers drowned and were pronounced dead at the scene. The driver was evacuated to a medical facility where he later died. Seat belt use was not reported. The accident occurred in the late morning.

- Class A: A Soldier suffered a permanent partial disability when the M1025 she was driving veered out of control, overturned and struck a sand berm. Seat belt use was not reported. The accident occurred in the mid-evening.

#### ---Are you conducting smooth steering inputs for comBAT-loaded vehicles?

### Personnel Injury

- Class A: A Soldier drowned when the U.S. Marine Corps CH-46E he was riding in crashed into a lake. The Soldier was unaccounted for following passenger egress. The accident occurred in the mid-afternoon.

- Class A: A Soldier suffered a fatal gunshot wound while on terminal leave. He and a friend were cleaning their weapons to prepare for a hunting trip and drinking. After cleaning and

reassembling a .45-caliber pistol, the Soldier pulled back the slide and showed it to his friend. Both pronounced the weapon "clear." The Soldier then released the slide and, for unknown reasons, placed the weapon to the side of his head and pulled the trigger, discharging a round into his brain. He was taken to a medical facility and kept on life support until he died.

### **---Do your Soldiers know the dangers of horseplaying with their weapons?**

- Class B: A Soldier's finger was partially amputated when it caught inside the pivot point hinge of an M929 5-ton tailgate. The Soldier had been helping reset the tailgate. Personal protective equipment use was not

reported. The accident occurred in the late morning.

### **DRIVING POV**

- Class A: A Soldier suffered fatal injuries when he lost control of his POV while attempting to pass another vehicle, flipping his car several times.

### **---Do your soldiers wear their seat belts**

### **POM**

- Class A: A Soldier was killed when he lost control of his sport bike on a curve. The motorcycle skidded and struck a fence before coming to rest. The Soldier was wearing all required PPE.

### **---Have you taken a motorcycle Rider's course?**

- Class A: A Soldier suffered fatal injuries when he lost control of his motorcycle on a curve, causing it to hit an oncoming sport utility vehicle. The Soldier was wearing all required PPE but speeding and was thrown from the bike upon impact.

- Class B: A Soldier suffered partial amputation of both legs when he lost control of his sport bike and hit a guardrail. The Soldier was wearing all required PPE but speeding.

### **---Have you talked with your soldiers about the dangers of speeding?**

## **Loaded or Unloaded?**

**Y**ou've probably heard the two primary rules of weapons handling: Never point a firearm at anything you don't intend to shoot and treat all firearms as if they're loaded. The danger is particularly great with semiautomatic handguns because there might not be any visual cues they're loaded. This is particularly true of older models that lack chamber indicators.

There are a number of scenarios where you can get into trouble. The most obvious is when a loaded magazine is inadvertently reinserted into the grip. Even if the slide is locked back so the chamber can be inspected, a less-alert or intoxicated person might not see the cartridge at the top of the magazine. Releasing the slide forward on what they think is an empty chamber, they have, in fact, loaded the pistol. Another possibility is the magazine is dented or dirty, temporarily preventing the follower from pushing the last cartridge to the top. While the magazine might appear unloaded, pushing it into the handgrip could jolt the follower free and allow any remaining cartridges to move into position for loading. Cycling the slide or releasing it from the locked-open position could chamber a round without the handler ever being aware. That ignorance, coupled with a person pointing a weapon at his or her own head, can quickly lead to a tragedy.

## TRIPS FOR YOUR TRIPS!

**S**oldiers will notice something different about the tool they've come to depend on for assessing risk during POV trips. What was formerly known as ASMIS-2 is now the Travel Risk Planning System, or TRiPS, and it's been adopted across the Department of Defense for use by the Navy, Marines, Coast Guard and Air Force. The name change and expanded reach don't change the tool's value, however. Soldiers will continue to input and receive hazard and risk mitigation information based on their trip specifics, including vehicle type, driver age, destination, seat belt use and more. However, supervisors will have more oversight thanks to a new feature that allows them to view the activity of their subordinates two levels down, thereby expanding leadership engagement and awareness.

TRiPS was implemented in the Army as ASMIS in 2004 and to date, Soldiers have completed more than 1,783,000 assessments with only six fatalities reported during assessed trips. In the year since the Navy released TRiPS, no fatalities have been reported among the nearly 30,000 Sailors registered for assessments. These statistics show fatal POV mishaps might be less likely among service members who use the tool. For more information or to register for TRiPS, visit the U.S. Army Combat Readiness Center's Web site at <https://crc.army.mil>.